

To-day's
Advertisements.DOUGLAS STEAMSHIP COMPANY.
LIMITED.FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship."HAILONG."
Captain Robson, will be despatched for the
above Ports, TO-MORROW, the 17th inst.,
at 10 A.M.For Freight or Passage apply to
DOUGLAS LARRAIK & Co.,
General Managers.
Hongkong, 16th August, 1899. [10424]UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship."INDRALEMA."
Captain Baker, will be despatched as above
on MONDAY, the 21st inst., at 3 P.M.For Freight, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 16th August, 1899. [10424]THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

NOTICE TO CONSIGNERS.

FROM GLASGOW AND LIVERPOOL.
THE Company's New Steamship."PINGSUEY."
Having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods,
are being landed at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Kowloon, whence delivery
may be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Claims must be
sent in to the Office of the Undersigned before
Noon on the 25th inst.; or they will not be
recognized.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 25th inst.No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 22nd
inst., will be subject to rent.Optional Goods will be landed here unless
instructions are given to the contrary before
4 P.M., TO-DAY.Bills of Lading will be countersigned by
HOLLIVAY, WISE & Co.,
Agents.
Hongkong, 16th August, 1899. [10424]

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to sub-
scriptions, advertisements, &c., be addressed to the
"Manager, Hongkong Telegraph," and not to the Editor.
Letters in editorial matters will be sent to the Editor,
and not to individual members of the staff.
Communications intended for publication must be accom-
panied by the name and address of the writer, not necessarily
published, but as evidence of good faith.
While the columns of the Hongkong Telegraph will always
be open for the fair discussion of all questions affecting
public interests, it must be distinctly understood that the
Editor does not in any way hold himself
responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended
for insertion in this day's paper not later than Three o'clock
on the day preceding the publication of the paper.
Advertisements and notices which are not placed for
a fixed period will be continued until countermanded.
The Hongkong Telegraph has the largest circulation of
any English newspaper published in the Far East, and is
therefore the best medium for Advertisers. Terms can be
learned on application.

Intimation.

A. S. WATSON & Co.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

	Per Case	Per Bottle
B-ST. ESTEPHE, Red Capsule...	6.90	7.50
C-ST. JULIEN, Red Capsule...	9.00	9.60
D LA ROSSE, Red Capsule...	12.90	13.90
CHATEAU HAUT BRION LAR-		
RIET	18.60	19.20
CHATEAU MOUTAN D'ARMAIL-		
HAQ	21.00	22.20
CHATEAU PONTET CANET	25.00	
CHATEAU LA TOUR CARNET...	30.00	
CHATEAU RAUZAN	42.00	
CHATEAU LAFITE	48.00	

These CLARETS are bought direct
from the leading French growers.
The lowest priced are of exceptional
value and guaranteed to be the
genuine product of the juice of the
grape, and are not artificially made
as is generally the case with cheap
Wines.CHATEAU LA TOUR CARNET, CHA-
TEAU RAUZAN and CHATEAU LAFITE
are commended to the notice of Con-
noisseurs as high-class after-dinner
Wines of a rich and rare character.Sample bottles and smaller quanti-
ties will be supplied at proportionate
wholesale rates.We guarantee our Wines and Spirits
to be genuine only when bought
direct from us in the Colony or from
our authorised Agents at the Coast
Ports.

A. S. WATSON & Co., Limited.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, AUGUST 16, 1899.

NOTES AND COMMENTS.

DECADENT FRANCE.

What is France coming to? Panama scandals, murdered Presidents, an innocent man confined and tortured, and now that right minded men have arisen and insisted upon his being given a fair trial, his Counsel, M. LAFORE, has been cruelly shot in the back. If this be the result of "Liberty, Equality and Fraternity" then we want none of it. Liberty in France appears at the present day to be non-existent. We refuse to believe that Equality exists, except in so much as certain French leaders appear to be anxious to become the equals of the most depraved and villainous of the lower classes. As for Fraternity, where is it to be found in France, rent as she is by party quarrels, with an administration rotten to the core and a people tottering on the verge of a sanguinary revolution? The telegram which we publish to-day, announcing the assassination of M. LAFORE, cannot fail to arouse disgust in the mind of every Englishman. Disgust at the petty spirit that leads men to stoop to such dastardly deeds for the purpose of preventing justice being done. Disgust at the manner in which prominent men, who should have been thoroughly above suspicion have allowed themselves to become corrupted. And disgust at very thought that such outrages could take place in civilized Europe.

THE CAUSE OF IT.

All the more honour to those French Statesmen who have made so firm a stand against corruption and have refused to allow an innocent underling to be sacrificed that the sins of his superiors should be hidden. Doubtless the past history of France is responsible for this sad state of affairs. Oppression of the people by the aristocracy leads to revolution while the resultant reaction places the wrong men in command; class distinctions are swept away, and with them all ideas of honour, and thus the uprightness and love of justice of the nation become sapped. The people become impregnated with the idea of perfect liberty and equality for everyone and so gradually lose the perception of right and wrong. Each man fixes his own moral code. The ambitious stick at nothing so long as their own advancement is assured, they rise to power and, their example being followed by others, the moral tone of the nation depreciates. Respectable men then shun politics and affairs rapidly go from bad to worse. It is indeed sad to see a great nation like the French come to such a pass, and we can see no remedy for the evil unless the cleaner minded stand by the few brave and upright gentlemen who are now making a bold bid to uphold the honour of the nation. It really looks as if "Liberty, Equality and Fraternity" was becoming played out. "It looks well upon paper and makes a fine party city, but somehow it does not seem to work well—at least in France."

REUTER'S TELEGRAMS.

THE DREYFUS AFFAIR.

LONDON, August 14th.
M. Laboré, Capt. Dreyfus' Counsel, was shot in the back with a revolver whilst going to the Court. The wound is serious. The assassin escaped.

THE TRANSVAAL TROUBLE.

The Times says it is understood that the Government accepts both principle and fact the offers of Colonial Contingents, which with the troops from India will make a force in South Africa of 25,000 men, to be increased in case of necessity by 30,000 more from England.

WEATHER REPORT.

The Observatory report says—
On the 16th at 11.30 a.m. The barometer has risen moderately on the E. coast of China, fallen a little on the S. coast and over the Philippines. The depression lying in the Sea of Japan yesterday has probably moved to the N.E., and there are indications of the formation of another depression in the Pacific to the E. of Luzon. Gradients slight on the China coast. FORECAST—Light or moderate S. winds; showery.

LOCAL AND GENERAL.

THE indications are favourable for a large attendance at the Theatre Royal on Saturday evening to see the American actress Miss Janet Waldorf. The demand for seats at Robinson & Co.'s is quite lively. The performance will be over by 11 o'clock and the Tram Company will take care of all visitors from the Peak. Cars will leave the Tram Station after the performance at 11.15, 11.30 and 11.45.

THERE was another case of the delinquencies of our household boys at the Magistracy this morning. Mr. Leopold Spatz has a boy named Pan Chau-wan and on the 1st inst., when the washerman came for his money, Mr. Spatz asked the boy if the account was correct and on receiving an answer in the affirmative, gave the boy a comrade's order for the amount. A few days afterwards the washerman again called for his money. Mr. Spatz made enquiries of his comrade and found the money had been paid to the boy, then Mr. Spatz went for that "Heavenly Chinese" but found him absent without leave. The police, however, were able to trace him, and today Pan Chau-wan, after admitting three previous convictions, was sentenced to six months' imprisonment with hard labour. When will householders awake to the necessity of registration for household boys. This one has been in prison three times before entering Mr. Spatz's employ, and the washerman had cause to mistrust him.

THIS morning at the Magistracy, Annie Grubb was fined \$50 for selling intoxicating drinks without a licence, at her residence in Arsenal Street. A police constable went into the shop, where cigars, cigarettes, and lemonade are sold and asked for a drink and a bottle of lemonade was given him, he asked haven't you anything stronger and defendant told him she would get him a bottle of beer for a dollar. Afterwards he was taken into an inner room to drink the second bottle. Opened bottles of whiskey, gin and other spirits were found on the premises, also the two dollar notes with which the beer had been paid for by the constable.

A NEW COMPANY.

As will be seen by the advertisement appearing on our front page a new limited liability company has been formed in Hongkong, the business of Watkins & Co. (Chemists) having been floated as a company with a capital of \$100,000 in 10,000 shares of \$10 each. The capital has been fully subscribed and seven months' already accrued profits, from 1st January last, will go to the shareholders on the 1st January next. Watkins & Co. commenced business with a small capital on 4th July 1894, and the present concern had been built up by patient industry, strict attention to business, and the courteous treatment of customers. We believe that Watkins, Limited, has a bright prospect before it and wish the company every success.

NEW STEAMER FOR MACAO.

Yesterday the trial trip took place of a small steamer built by Ngai Sang & Co. of Wanchai to the order of the Macao Salt Farm. The vessel is 85 feet keel, 15 feet beam, and 8 feet deep, fitted with Compound Engines 10 and 20 hp 14 stroke and carries 80 tons of Salt on a draft of 6 feet.

A pleasant afternoon was spent by the Chinese owners and their friends in steaming round the harbour, full justice being done to an excellentiffin provided by the Salt Hotel. The vessel is named the *Hoi-kung* and has been built to the design and under the superintendence of Mr. W. S. Bailey.

CHURCH MISSIONARY ASSOCIATION.

A meeting of the above Association was held in St. Paul's College on Tuesday August 15th. The following resolutions were passed—

- 1.—That this meeting agrees to form a Hongkong Church Missionary Association for the purpose of spreading missionary information, stimulating interest in missionary work and collecting funds for the support of Church Missionary work in the Diocese of Victoria.
- 2.—That the *Church Missionary Gleaser* be adopted as the magazine of the Association and that for the circulation of local Missionary news a sheet be printed monthly giving details of the work carried on in the Diocese.
- 3.—That periodical meetings be held for the purpose of giving information on Missionary subjects and that an annual meeting of the Association at which an Executive Committee shall be elected shall be held in the month of December as near as possible to the Day of Intercession for Missionaries.
- 4.—That each member of the Association shall pay an annual subscription of \$2 to cover printing expenses and the cost of the Magazine, and that further subscriptions and donations be invited to be applied directly to missionary work in the Diocese.
- 5.—That the Lord Bishop of the Diocese be invited to accept the post of President of the Association and that the following be asked to become members of the General Committee to carry out the work of the Association and to make arrangements for the distribution of the funds collected, and that the Committee shall have power to add to its number—Mr. Campbell, Mr. France, Mr. Gibbs, Miss Goodman, Miss Hamper, Mrs. Hipwell, Mr. Hoare, Mrs. Home, Miss Johnston, Mrs. Piercy, Mr. Vallings, Sir Thomas Jackson, Hon. W. M. Goodman, Hon. R. D. Ormsby, Messrs. J. M. Beck, A. Byer, H. R. Hardcastle, N. Z. Hipwell and G. Piercy.

LEGAL INTELLIGENCE.

SUPREME COURT.

IN BANKRUPTCY JURISDICTION.

Before His Hon. W. M. Goodman (Acting Chief Justice).

August 16th.

APPLICATION TO ANNUL AN ADJUDICATION.

An application (adjudged on Saturday) was made to annul an adjudication and for an order to hand over the proceeds of the sale of the bankrupt's property to the debtor or his solicitor.

Mr. Reece appeared for the debtor, Tam Tan Chin, alias Kam Wing Tui, Mr. Hastings for the trustee (Mr. Bruce Shepherd); and Mr. d'Almeida (Messrs. Wilkinson and Grist) for the petitioning creditor.

His Lordship, before Mr. Reece proceeded with his application, observed that the necessary order was made on September 15th and that order still stood. There were then two courses open to the debtor. If the order had been irregularly obtained the proper course was to have objected to its being made, and when the order was made the debtor might have appealed against it, but he took neither of these courses.

Mr. Reece said he might ask His Lordship to adjourn the matter to the full court so that it might be argued before the full court as an appeal.

His Lordship said he certainly should not do that. He subsequently added that in England the time for appealing was limited to twenty-one days.

Mr. Reece, however, contended, that the time limit did not apply here and was proceeding to argue that debtor should not have been adjudged bankrupt when these arguments were made. His Lordship, interrupting, said that these arguments ought to have been adduced in applying to Sir John Carrington to rescind the receiving order.

Mr. Reece argued that the proper course was for debtor to wait until the adjudication was made and then to apply for the annulling of the application, because there was no power to rescind the receiving order.

THE JUBILEE ROAD AND HOSPITAL.

MEETING OF THE GENERAL COMMITTEE.
MILITARY OBJECTION TO THE ROAD.

Yesterday afternoon a meeting of the Hongkong Diamond Jubilee Committee was held in the Council Chamber, at the Government Offices for the purpose of considering the new Hospital scheme and the Road question. The Hon. C. P. Claret, M.C., took the chair, and there were also present Sir Thomas Jackson, the Hon. T. H. Whitehead, the Hon. E. R. Bellios, C.M.G., the Hon. Dr. Ho Kai, the Hon. Wei A' Yuh, Messrs. H. A. Ritchie, D. R. Crawford, J. Thompson, W. Dunbar, R. M. Gray, A. J. Raymond, W. Chatham (Acting Honorary Secretary), Ho Tung, and Fung Wah Chun.

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ACROSS THE STEPPES.

VICTORIA, June 26th.

Among the passengers who arrived on the *Empress of China* today was Mrs. M. Stevens, wife of the manager in Russian Asia of the Baldwin Locomotive Works of Philadelphia, who a short time ago completed a journey, hitherto unequalled by an American woman. She accompanied her husband across the great Siberian wastes and steppes, over the uncompleted trans-Siberian Railway and by wagon and tarantass from St. Petersburg to Vladivostok. The long and arduous journey of 9,977 versts was accomplished in forty-two days.

It was a race against time. During last August, when her husband, who is now at Vladivostok, was residing in the Russian capital, he received a telegram from the Baldwin Works telling him that seventy-seven locomotives were on the way to the Siberian coast and would arrive about two months after the message was received. He immediately made arrangements with the Russians for a special train and they hurried along the rails to Zema, where the road then ended. There arrangements were made whereby a car was attached to the construction train and traversed the unballasted trail and loosely laid rails to within seven versts of Irkutsk, the Siberian capital. Thence they went on in passenger's wagons, uncomfortable, springless vehicles which made them think coming a lost joy.

Thus they reached Lake Baikal, where they caught a steamer in which they crossed the big inland water. The comfort of the steamer, such as it was, however, soon passed, and again they journeyed in the jolting but picturesque tarantass for days. They accomplished 10,8 versts in the springless vehicle with but one interruption, when they were stopped by a band of exiles who presumably meant to rob them. When the gold band and brass buttons of the Russian officials who accompanied them were seen they decamped.

After several days of this tiring method of travel they reached Stricene, which is to be the western terminus of the line. Mrs. Stevens said, for the directors have decided to take the traveler thence to Vladivostok by steamer, or by the projected railway through Manchuria to Newchwang and Port Arthur.

From Stricene they took a steamer trip 300 versts down the Chilkia River to where that river and the Amur form the source of the Amur, and thence down the Amur to Vladivostok.

The Trans-Siberian Railway, Mrs. Stevens says, will not be completed for several years yet.

"They say two years, but I think it will be considerably longer than that before this is opened," she said.

It is a fine line, and, when completed, will be remarkable in many ways. It is the longest railway in the world. It has some exceedingly lengthy and strong bridges, and some other great works of engineering skill. The locomotives are all of American make. The seventy-seven engines of the Baldwin people are now being fitted up at Port Arthur and Vladivostok. The Trans-Siberian is not the only line on which the American locomotive building firm is putting engines. Some are now on the way to the Far East for the Imperial Chinese, and other lines being constructed. Some are also being sent to Japan.

The change in the plans of the railway whereby it goes through Northern China is said to be due to the fact that Russia has found big swamps in the original route projected to Vladivostok. Now it wishes to give up this route and construct a line directly from Khabarovsk to Peking, following the old caravan route. Thence the line would lead via Mukden to Newchwang and Port Arthur, with a branch line to Vladivostok.

"During my stay in Vladivostok," says Mrs. Stevens, "I was impressed with the way Russians are hurrying troops to the coast. Some 3,000 Cossacks arrived there from Odessa during my stay, and 1,000 were coming on one ship. Many are also being rushed to Port Arthur, but I do not know in what numbers. All are coming by steamer, for the railroad line is not near enough completed to allow of transportation of troops."—S. F. Call.

TORPEDOES STEERED BY LIGHT.

The above title is given by R. N. Mero to his paper, in the June *Pearson's*. It is "an account of the marvellous invention of a young Swede, who has discovered a new form of X-rays, which he has successfully applied to the steering of torpedoes without the use of connecting wires. The light-rays are transmitted through the air from a radio-infantry board, on the shore, or in a balloon—at a distance limited only by the range of sight—to a receiving apparatus attached to the torpedo, where they are converted into motive energy, sufficiently powerful to place the steering rudders, and also the detonating pistol, at the absolute control of the operator." The inventor's name is Alex. Orloff. His "light-rays," which cannot be seen, are and remain a mystery.

"You may describe them," he said, "as an entirely new, powerful and penetrative form of rays, which you may call 'rays,' if you like. They are of course invisible. I discovered them when I was working upon the experiments in reference to the power which rays of light possess in vibrating waves of the atmosphere. The description suggests that these 'Y-rays' are more like materialized will-power than anything else. The torpedo is as it were mesmerized and remains under the control of its sender. The rays, which diverge from the transmitter in the shape of a cone, need not be directed with absolute accuracy, or the torpedo, for the area affected by them increases with the distance from the transmitter. As two miles, for instance, the beam is a yard across, and if the torpedo is anywhere within this area, it can be controlled.

The operator can prevent the torpedo exploding if it strikes the wrong object, say a friendly ship. Mr. Orloff recites his cordial reception at the Swedish Court and proceeds: "By command of the King, torpedo-boats were placed at my disposal and carried out a large number of experiments on the Swedish rivers. The torpedoes were sent out for a distance of five and a half miles, which was the longest distance available, and I then directed them to go in a curve or in a direct line, to the right or to the left, and sink or not, as I might require. All this, of course, without any material connection between myself and my torpedoes."

NOTICE.

THE OFFICES OF THE HONGKONG TELEGRAPH, 10, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. Power & Co.) which address all communications should be addressed to—

Auction.

GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown Land, by Public Auction, to be held at the Office of the Public Works Department, on MONDAY,

the 21st day of August, 1899, at 3 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary's Office.

Hongkong, 5th August, 1899. [10374]

Particulars of the letting by Public Auction, to be held on Monday, the 21st day of August, 1899, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of Two Lots of CROWN LAND, at Yau Ma Tei, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of Her Majesty the QUEEN for one further term of 75 years.

LOCALITY.		Boundary Measurements.				Contents in Square Feet.		Annual Rent.	
No. of the Registry No.	LOCALITY.	ft.	in.	ft.	in.	ft.	in.	£	s.
1	Yau Ma Tei (near Police Station).	50	0	180	0	9,000	0	124	7, 300
2	do.	47 5	4 4	180	0	8,350	118	6	6, 300

To be Let.

SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection). PROPERTY lately occupied by the Bowington Saw Mills. GROUND FLOOR, 52, PEARL STREET. OFFICES—1st floor, No. 10, PRAYA CENTRAL (lately occupied by Messrs. MELCHERS & Co.). Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 21st June, 1899. [12]

TO LET. OFFICE ROOMS on 1st floor of No. 4, Queen's Road Central, (lately the Imperial Bank of China). Apply to Comptroller Office, E. C. HOCHAPPEL, Hongkong, 23rd March, 1899. [398a]

TO LET UNTIL JUNE 1900. AT PRAYA CENTRAL—Whole or Part of Rooms formerly occupied by the INSTITUTION OF ENGINEERS AND SHIPBUILDERS OF HONGKONG. Single Rooms from \$20 upwards. Apply to the MANAGER or SECRETARY, At No. 2, PRAYA CENTRAL. Hongkong, 11th July, 1899. [904a]

TO LET. ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates. Apply to the Manager of this Office. Hongkong, 17th May, 1899. [664a]

Shipping.

STEAMERS.

FOR NEW YORK VIA SUEZ CANAL. THE Company's Steamship

"CHAZEE," Captain G. A. Taylor, will be despatched for the above port on or about the 20th August. S.S. "ARGVILL" will sail about the 30th August.

S.S. "JOHN SANDERSON" At intervals of 2 weeks. S.S. "AFGHANISTAN" At intervals of 2 weeks. For Freight, apply to DODWELL & CO., LIMITED, Agents. Hongkong, 11th August, 1899. [908a]

CHINA NAVIGATION COMPANY, LIMITED. FOR FOCHOW.

THE Company's Steamship

"CHINGTU," Captain Williams, will be despatched as above on FRIDAY, the 18th instant, at Noon. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engine.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 15th August, 1899. [1030a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED. FOR MARSEILLES AND LONDON VIA STRAITS.

(Taking Call through Rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"CHINGWO," H. Harris, Commander, will be despatched as above on or about the 3rd September. For Freight, apply to HOLLIDAY, WISE & Co., Agents. Hongkong, 28th July, 1899. [975a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE. (ROBT. M. LOMAN & Co., HAMBURG). FOR NEW YORK VIA SUEZ CANAL.

THE Full-powered Steamship

"FISA," will be despatched as above on or about the 15th September.

The Steamer has Superior Accommodation for First and Second class Passengers and has an Average Speed of 13 knots per hour. For Freight or Passage, apply to CARLOWITZ & Co., Agents. Hongkong, 10th July, 1899. [938a]

SEWAN TOMES & CO.'S "NEW YORK" LINE. FOR NEW YORK VIA SUEZ CANAL.

THE New Steamship

"PING SUY," Captain C. L. Berrall, will be despatched for the above port on or about the 5th October. For Freight or Passage, apply to SEWAN TOMES & CO., Agents. Hongkong, 10th August, 1899. [1004a]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED. FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAICHING," Captain Hodgins, will be despatched for the above Ports, TO-MORROW, the 17th instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers. Hongkong, 16th August, 1899. [1037a]

CHINA NAVIGATION COMPANY, LIMITED. FOR SHANGHAI.

THE Company's Steamship

"WHAMPOA," Captain Sales, will be despatched as above TO-MORROW, the 17th instant, at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 16th August, 1899. [1028a]

FOR MANILA (DIRECT). THE Steamship

"LEGAZIPI," Captain A. Yribar, will leave for the above port, TO-MORROW, the 17th instant, at 4 P.M.

This Steamer has Splendid Accommodation for First and Second Class Passengers, and is lighted throughout by electricity.

For Freight or Passage, apply to LIZARRAGA HERMANOS, Agents. No. 6, Beaconsfield Arcade. Hongkong, 15th August, 1899. [1046a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED. FOR SYDNEY AND MELBOURNE.

(Calling at MANILA, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE," Captain MacArthur, will be despatched as above TO-MORROW, the 17th instant, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Steadiness and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 14th August, 1899. [1013a]

DOUGLAS STEAMSHIP COMPANY, LIMITED. FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Chartered Steamship

"NANYANG," Captain Lehmann, will be despatched for the above Ports, on FRIDAY, the 18th instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers. Hongkong, 15th August, 1899. [1038a]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED. FOR MANILA.

THE Company's New Steamship

"DIAMANTE," Captain G. A. Taylor, will be despatched for the above port, on FRIDAY, the 18th instant, at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers. Hongkong, 14th August, 1899. [1023a]

FOR SINGAPORE, PENANG AND GALUTTA. THE Steamship

"CATHERINE APCAR," Captain J. G. Oliff, will be despatched for the above Ports, on SATURDAY, the 19th instant, at 2 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents. Hongkong, 15th August, 1899. [1034a]

CHINA NAVIGATION COMPANY, LIMITED. FOR SHANGHAI.

THE Company's Steamship

"WUHU," Captain Benson, will be despatched as above on SATURDAY, the 19th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 14th August, 1899. [1031a]

THE OSAKA SHOSHEN KAISHA. FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU," Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 20th instant, at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents. Hongkong, 14th August, 1899. [1026a]

OCEAN STEAMSHIP COMPANY, LIMITED. FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"MENELAUS," Captain Towell, will be despatched as above on SATURDAY, the 26th instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 15th August, 1899. [1035a]

OCEAN STEAMSHIP COMPANY, LIMITED. FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"STENTOR," Captain Jackson, will be despatched as above on TUESDAY, the 5th September.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 11th August, 1899. [1004a]

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY. NOTICE.

CONSIGNEES OF CARGO per Steamship "COPTIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent. Hongkong, 10th August, 1899. [2]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY. NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"MORAVIA," having arrived Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Undersigned before Noon on the 18th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 18th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents. Hongkong, 11th August, 1899. [1006a]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"CANTON," FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—From Italy, ex S.S. *Thames*. From Madras, ex S.S. *Landaur*.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Cargo not cleared by the 17th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent. Hongkong, 11th August, 1899. [5]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after the 16th instant, at 4 P.M. will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Wanchai.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co., Agents. Hongkong, 14th August, 1899. [1029a]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"NANKIN," FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 20th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent. Hongkong, 14th August, 1899. [5]

NIPPON YUSEN KAISHA. NOTICE TO CONSIGNEES.

FROM MIDDLEBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"SADO MARU," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before Noon TO-DAY.

Goods not cleared by the 22nd instant, will be subject to rent.

No Fire Insurance has been effected. All ship-damaged packages must be left in the Godowns where they will be examined on MONDAY, the 21st instant, and THURSDAY, the 24th instant, both days at 10 A.M.

All claims must reach the undersigned before the 10th instant, or they will not be recognised.

VICTORY YUSEN KAISHA. Agents. Hongkong, 11th August, 1899. [1016a]

Consignees.

"BEN" LINE OF STEAMERS. NOTICE TO CONSIGNEES.

STEAMSHIP "BENMOHR," FROM ANTWERP, LONDON AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 28th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st instant, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents. Hongkong, 15th August, 1899. [1032a]

Intimations.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTIENS GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c. EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK. AT REASONABLE PRICES. Hongkong, 14th May, 1896. [39]

NOTICE.

PRIVATE BOARD AND RESIDENCE, 166, Queen's Road East. Mrs. HORTON. Hongkong, 30th June, 1899. [853a]

CARBOLINEUM-AVENARIUS USED FOR OVER 20 YEARS. With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot and Dampness.

Sole Agents for China, LUTGENS, EINSTAMM & Co. Hongkong, 11th September, 1896. [19]

CHS. J. GAUPP & CO., CHRONOMETER, WATCH and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS. CHARTS and BOOKS. NAUTICAL INSTRUMENTS. Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtlander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES. Nos. 54 & 56, Queen's Road Central. [40]

KUHN & KOMOR, JAPANESE FINE ART CURIOS, 21

Hotel.
WINDSOR HOTEL,
HONGKONG.
STRICTLY FIRST CLASS.
PASSENGER ELEVATOR from ENTRANCE HALL to each floor. BOARD and LODGING.
MONTHLY RATES GIVEN NOW.
P. DOHM,
Proprietor & Manager.
Hongkong, 28th April, 1899.

Intimation.
THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED.

HONGKONG EXCHANGE.
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.
PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.
INCLUDING:—

BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
LIGHTNING CONDUCTORS,
SWITCHES,
TELEPHONES,
WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.

Estimates given for all kinds of Electrical work.

Trained Mechanics sent to Out-Ports to fit up Installations if required.

NOTE ADDRESS:—13, PRAYA CENTRAL.

For full particulars &c., &c.,
Apply to
W. STUART HARRISON,
Manager.

Hongkong, 18th January, 1898.

For Sale.
NOW READY.

HONGKONG RACES, 1899.

THE "HONGKONG TELEGRAPH'S" ACCOUNT OF THE 1899 RACE MEETING with TABULATED STATEMENTS OF PLACED and UNPLACED PONIES, JOCKEYS and OWNERS.

PRICE 50 CENTS.
Only a limited Number printed.
Send Orders early to
The Manager,
"HONGKONG TELEGRAPH" OFFICE,
50, Queen's Road Central.
Hongkong, 6th March, 1899.

The Share Market.
LATEST QUOTATIONS.
(August 16th.)

Hongkong and Shanghai Banking Corporation—370 per cent. prem.
The Bank of China & Japan, Ltd.—(Preference) nominal.
The Bank of China & Japan, Ltd.—(Ordinary) 11 buyers.
The Bank of China & Japan, Ltd.—(Deferred)—15 buyers.
National Bank of China, Ltd.—\$24 buyers.
Do. — \$24 buyers.
Marine Insurance Co., Ltd.—\$247 buyers.
China Traders' Insurance Co., Ltd.—\$62.
North China Insurance Co., Ltd.—\$10.
Yantai Insurance Assoc. Ltd.—\$115 buyers.
Canter Insurance Office, Ltd.—\$10.
Straits Insurance Co., Ltd.—\$61.

Fire Insurance.
Hongkong Fire Ins. Co., Ltd.—\$310.
China Fire Ins. Co., Ltd.—\$388.

Shipping.
Hongkong, Canton & Macao Steamboat Co., Ltd.—\$34.
India-China Steam Navigation Company, Ltd.—\$70.

China and Manila S.S. Co., Ltd.—\$90.
Douglas Steamship Co., Ltd.—\$90.
China Mutual S.S. Co., Ltd.—(Preference)—\$50 buyers.
China Mutual S.S. Co., Ltd.—(Ordinary)—\$5 buyers.
China Mutual S.S. Co., Ltd.—(Ordinary)—\$5 buyers.
Star Ferry Co., Ltd.—\$161.

Mining.
Punjom Mining Co., Ltd.—\$121.
Do. — \$121.
Société Française des Charbonnages du Tonkin—\$20.
Queen Mines, Limited—\$50.
Jebbu Mining and Trading Co., Ltd.—\$1440.
Raub Altian Gold Mining Co., Ltd.—\$61.
Olivers Freehold Mines, Ltd.—(A) \$8.
Olivers Freehold Mines, Ltd.—(B) \$61.
Great Eastern and Caledonian Gold Mining Co., Ltd.—\$350.

Docks, Wharves and Godowns.
Hongkong & Whampoa Dock Co., Ltd.—490 buyers.
Hongkong and Kowloon Wharf and Godown Company, Limited—\$93.
Wanchai Warehouse and Storage Co., Ltd.—\$44.
New Amoy Dock Co., Ltd.—\$16.

Land, Hotels and Buildings.
China Provident Loan and Mortgage Co., Ltd.—\$103.
Hongkong Land Investment and Agency Co., Ltd.—\$103.
Kowloon Land and Building Co., Ltd.—\$30.
West Point Building Co., Ltd.—\$37.
Hongkong Hotel Co., Ltd.—\$130.
Humphrey's Estate and Finance Co., Ltd.—\$1125.

Miscellaneous.
Green Island Cement Co., Ltd.—\$303.
China-Borneo Co., Ltd.—\$37.
A.S. Watson & Co., Limited—\$144.
Hongkong Electric Co., Limited—\$144.
Hongkong and China Gas Co., Ltd.—\$130.
Hongkong Rope Manufacturing Co., Ltd.—\$189.
Geo. Fenwick & Co., Ltd.—\$43.
Hongkong Ice Co., Ltd.—\$130.
Hongkong High-Level Tramways Co., Ltd.—\$145.

Dairy Farm Co., Limited—\$51.
Hongkong & China Bakery Co., Ltd.—\$25.
Campbell, Moore & Co., Ltd.—\$12.
Bell's Asbestos Eastern Agency, Limited—\$1 nominal.

Bells Asbestos Eastern Agency, Limited—\$5.
Camichael & Co., Limited—\$8.
Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd.—\$75 sellers.
Ewo Cotton Spinning & W. Co., Ltd.—Tls. 65.
International Cotton Mfg. Co., Ltd.—Tls. 72.
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.—Tls. 70.
Soy Chee Cotton Spinning Co., Ltd.—Tls. 350.
Yahloong Cotton Spinning Co., Ltd.—Tls. 55.
Tebrun Planting Co., Ltd.—\$4 per share.
Tebrun Planting Co., Ltd.—\$1.

BENJAMIN, KELLY & POTTS (Share Brokers.)
Telegraph Address—"Kialoa".

OPIMUM QUOTATIONS.
Hongkong, 16th August.

New Patna, 85 per chest.
New Benares, 87 per chest.
New Malwa, credit 710/750 per picul.
Old Malwa, credit 740/750 per picul.
Persian, paper tied 670/750

VISITORS AT THE HONGKONG HOTEL.

Mr. F. C. Adie
Capt. and Mrs. Aiken
Mr. J. H. Aiken
Mr. John Angus
Mr. W. S. Bailey
Mr. B. J. Barlow
Miss B. Borredo
Mr. A. C. Van Nierop
Mr. J. O'Neill
Mr. and Mrs. A. H. Bottenheim
Mr. and Mrs. F. Clark
Mr. G. E. Gelm
Mr. G. H. Gelpin
Mr. and Mrs. K. Gibson
Capt. Goddard
Major and Mrs. Griffin
Mr. J. H. Grimes
Mr. R. J. Hall
Mr. C. Hardy
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Comdr. H. H. Jan, I.
C. Navy.
Major and Mrs. Jeffreys
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Mr. Leon A. Levy
Mr. A. C. Van Nierop
Mr. J. O'Neill
Mr. and Mrs. A. H. Bottenheim
Mr. and Mrs. F. Clark
Mr. G. E. Gelm
Mr. G. H. Gelpin
Mr. and Mrs. K. Gibson
Capt. Goddard
Major and Mrs. Griffin
Mr. J. H. Grimes
Mr. R. J. Hall
Mr. C. Hardy
Mr. F. Hardy
Mrs. Hillman
Mr. T. Howard
Mr. Wm. K. Hughes
Mrs. Jackson
Mr. P. Jacquard
Comdr. H. H. Jan, I.
C. Navy.
Major and Mrs. Jeffreys
Mr. and Mrs. Joseph

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Dr. and Mrs. N. M. S.
Beede
Mr. H. F. R. Blyne
Mr. P. Bure
Mr. and Mrs. F. G. Collins
Capt. van Corbach
Mr. and Mrs. E. C. Dalton
Mr. G. H. Dann
Mr. and Mrs. W. H. T. Davis and child
Mr. A. L. Denison
Mr. P. Dow
Mr. A. Spencer Ellum
Col. G. J. H. Evatt
Mr. J. S. Ezekiel
Mr. A. Forbes
Lt.-Col. A. R. Fraser
Colonel E. H. Gorges
Lieut. R. P. Hobson
U.S.N.

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Mr. C. Better
Mr. W. Bray
Mr. B. H. Cook
Mr. Chesney Duncan
Mrs. Farrell
Mr. Foster
Mr. Pieru Jacquard
Mr. Johnsen
Mr. F. B. Lake
Mr. M. Pardo
Mr. Ed. Randle
Mr. H. Rees
Mr. and Mrs. Robinson
Mr. E. J. Young

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U.S.N.

EXCHANGE.
Hongkong, 16th August.
ON LONDON, Telegraphic Transfer1111
Bank Bills, on demand 1/11 1/16
Credits, 4 months' sight2/01
D'cents, 4 months' sight2/01
ON BERLIN, (demand)M.2.014
ON PARIS, Bank Bills, on demand2.48
Credits, 4 months' sight2.53
ON NEW YORK, Bank Bills, on demand484
Credits, 3 days' sight484
ON BOMBAY, Telegraphic Transfer1474
On demand148
ON SHANGHAI, Telegraphic Transfer724
Private, 30 days' sight73
ON YOKOHAMA, T.T.4 per cent. prem.
Sovereigns, Bank's Buying Rate\$10.00
Gold Leaf 100 toot, per toel\$2.05
Bar Silver274
Dollars14 per cent. prem.

VESSLS IN PORT.
Steamers.
BENLEDI, British steamer, 1,500 R. Farquhar, 10th Aug.—Moj 5th August, Coals.—Gibb, Livingston & Co.
BENMOHR, British steamer, 1,950 A. Wallace, 10th Aug.—Singapore 7th Aug, General—Gibb, Livingston & Co.
CARLISLE CITY, British steamer, 1,894, Thos. Aitken, 7th Aug.—Moj 2nd Aug, General—Butterfield & Swire.
CATHERINE APCAR, British steamer, 1,730, J. G. Offlent, 13th Aug.—Calcutta 27th July, Penang and Singapore 6th Aug, General—David Sassoon, Sons & Co.
CHELYDRA, British steamer, 1,568, J. T. Davies, 21st July—Calcutta via Penang and Singapore 15th July, General—Jardine, Matheson & Co.
CHWNSHAW, British steamer, 1,282, J. F. Messer, 15th Aug.—Swatow 14th Aug, General—Bradley & Co.
COPTIC, British steamer, 3,744, J. H. Rinder, 9th Aug.—San Francisco 14th July, Honolulu 21st, Yokohama 22nd Aug, Kobe 3rd, Nagasaki 5th, and Shanghai 7th, Mails and General—O. & S. S. Co.
GERMANIA, German steamer, 1,714, A. Möller, 14th Aug.—Hongay 11th Aug, Coal.—Jensen & Co.
GLENN, British steamer, 3,244, Temperley, 11th Aug.—Singapore 5th Aug, General—Jardine, Matheson & Co.
GUTHRIE, British steamer, 1,495, W. G. McArthur, 15th Aug.—Kobe 5th Aug, and Foochow 13th, Tea and General—Gibb, Livingston & Co.
HACTER, American steamer, 1,500, Comdr. C. H. Arnold, 7th Aug.—Manila 4th Aug, Cumow, 15th Aug.—Portland, Or, via Japan 10th Aug, General—Nippon Yusen Kaisha.
HOENZOLLERN, German steamer, 2,039, H. Kirchner, 14th Aug.—Yokohama 4th Aug, Kobe 8th, and Nagasaki 10th, General—Melchers & Co.
HOIHAO, French steamer, 509, J. C. Gerard, 14th Aug.—Pakhoi 12th Aug, General—A. R. Marty.
HUE, French steamer, 704, P. Merlees, 13th Aug.—Haiphong and Hoihow 12th Aug, General—A. R. Marty.
IDZUMI MARU, Japanese steamer, 2,307, M. J. Komuro, 15th Aug.—Yokohama via Kobe and Moj 10th Aug, General—Nippon Yusen Kaisha.
IRENE, Chinese steamer, 826, A. A. Crawford, 14th Aug.—Shanghai 9th Aug, General—C. M. S. N. Co.
LEGAZPI, Spanish steamer, 949, Antonio Tribar, 13th Aug.—Liverpool via Ports 10th June, General—Jo Japico.
LENNOX, British steamer, 2,301, J. C. Williams, 10th Aug.—Portland, Or, via Japan 12th July, General—Dodwell & Co.
LOOSK, British steamer, 1,200, J. B. Jackson, 10th Aug.—Bangkok 27th July, and Kohsi-chang 27th, Rice and Timber—Butterfield & Swire.
NANKIN, British steamer, 2,557, C. C. Bennett, R.N.R., 14th Aug.—Bombay via Singapore 25th July, Cotton-Twist and General—P. & O. S. N. Co.
ON SANG, British steamer, 1,983, J. Young, 7th Aug.—Santakan 31st July, Timber—Jardine, Matheson & Co.
PHRA CHULA CHON KLAO, British steamer, 1,012, B. Flint, 29th July—Bangkok 25th July, General—Yuen Fat Hong.
SADO MARU, Japanese steamer, 3,856, W. Thompson, 15th Aug.—Singapore 10th Aug, General—Nippon Yusen Kaisha.
SHINI MARU, Japanese str., 1,370, S. Nonaka, 12th Aug.—Moj 6th Aug, Coal—Order.
SIAM, British steamer, 992, F. J. Ferguson, 10th Aug.—Bangkok 3rd Aug, General—Butterfield & Swire.
TAICHOW, British steamer, 852, P. Primrose, 12th Aug.—Bangkok 6th Aug, Rice and General—Butterfield & Swire.
TETARTOS, German steamer, 1,574, T. Desler, 14th Aug.—Saigon 10th Aug, Rice—Siemssen & Co.
THALES, British steamer, 820, T. Hall, 10th July—Foolchow 27th July, Amoy 28th, and Swatow 27th, General—Douglas, Lapsack & Co.
TIAN, British steamer, 1,750, Dawson, 8th Aug.—Bangkok 3rd Aug, General—Butterfield & Swire.
WITTENBERG, German steamer, 1,660, Madsen, 15th Aug.—Foolchow 13th Aug, General—Butterfield & Swire.
ZAFIRO, American steamer, 675, A. C. Whitton, 7th Aug.—Manila 4th August.

SAILING VESSELS.
KELAT, British ship, 1,822, John Hughes, 5th Aug.—New York 3rd April, Case Oil—Standard Oil Co.

HER BRITANNIA MAJESTY'S SHIPS ON THE CHINA STATION.
Hongkong, August 16th, 1899.
Alacrity, despatch vessel, 1,700 tons, 10 6-pd. g's, 3,000 h.p., Commander A. H. Smith-Dorrien, cruising.
Algerine, sloop, 1,250 tons, 6 guns, 1,100 h.p., Com. E. W. Slade, Foochow.
Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, cruising.
Balfour, 1st class battleship, 13,000 tons, 14 guns, 13,163 h.p., Captain Hon. S. C. J. Colville, C.B., cruising.
Bonaventure, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 h.p., Capt. R. Montgomery, Nagasaki.
Brit, British cruiser, 1,770 tons, 6 guns, 5,500 h.p., Capt. Wren, Foochow.
Centurion, 1st class battleship, 10,000 tons, 14 guns, 13,000 h.p., Captain R. J. Jellicoe, cruising.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Comdr. C. Winnington- Ingram, cruising.
Rif, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Lieut. Comdr. C. Chady, Shanghai.
Faulkner, 2nd class torpedo boat destroyer, 1,400 tons, 6 guns, 1,400 h.p., Lieut. Comdr. R. A. Wren, Hongkong.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.
The Russian Squadron.
Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Molas, at Port Arthur.
Albatross, Russian gunboat, 810 tons, 8 guns, 760 h.p., Captain Eliskiy, at Vladivostok.
Babru, Russian gun-vessel, twin screw, 90 tons, 13 guns, 1,150 h.p., Captain Boisman, at Nagasaki.
Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Com. Witkovsky, at Vladivostok.
Gaidar, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serbernikoff, at Vladivostok.
Gremiatichy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Boubenoff, at Port Arthur.
Koryevy, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Serbernikoff, at Port Arthur.
Kryuzer, Russian cruiser, 1,300 tons, 18 guns, 1,800 h.p., Capt. Zvinskoy, at Singapore.
Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Kachaloff, at Vladivostok.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Captain Tenrich, at Vladivostok.
Neyadinsk, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Port Arthur.
Obovsky, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Koronoff, at Nagasaki.
Pamiat Azova, Russian cruiser, 6,000 tons, 36 guns, 8,000 h.p., Captain Vireniat, at Vladivostok.
Rostia, Russian armoured cruiser, 12,200 tons, Capt. Domojoff, at Port Arthur.
Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 44 guns, 13,500 h.p., Capt. Groupt, at Port Arthur.
Slach, Russian gunboat, 4 guns, 1,200 h.p., Capt. Baranoff, at Vladivostok.
Sissak, Russian battleship, 10,000 tons, 10 guns, 8,500 h.p., Capt. C. Paranyan, at Port Arthur.
Svovitch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Astromoff, at Port Arthur.
Vladimir Monomach, Russian cruiser, 6,000 tons Prince Ouchtomsky, at Port Arthur.
Vorosh, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchouky, at Vladivostok.
Vladik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 3,500 h.p., Capt. Rogul, at Vladivostok.
Yakov, Russian gunboat, 16 guns, 800 h.p., at Vladivostok.
Zablika, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkuff, at Port Arthur.

RUSSIAN TORPEDO FLOTILLA (SEA GOING).
Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes, 1,100 h.p., speed 21 knots.
Revel, 1st class, Russian torpedo boat, 95 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.
Swaborg, 1st class, Russian torpedo boat, 89 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.
(1st and 2nd class.)
Forel, Russian torpedo boat, 33 tons, 1 gun, 2 torp tubes, 1,100 h.p., speed 21 knots.
Janichich, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 10 knots.
Nargun, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.
Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.
Podorsnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Stikh, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Skorpi, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sokolish, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 10 knots.
Sterial, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Strout, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sungur, Russian torpedo boat, 140 tons, 4 guns, 1,500 h.p., 22 knots.
Ugri, Russian torpedo boat, 140 tons, 4 guns, 1,500 h.p., 22 knots.
Flagship of Rear-Admiral A. V. Dubosoff.
Flagship of Rear-Admiral A. V. Dubosoff.

Firebrand, 3rd class gunboat, 455 tons, 4 guns, 300 h.p., Hongkong.
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Hongkong.
Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Hongkong.
Hermione, 1st class cruiser, 4,550 tons, 9,000 h.p., 18 guns, Capt. G. Callaghan, cruising.
Humbert, storeship, 1,640 tons, 800 h.p., Com. H. J. Davison, Hongkong.
Iphigeneia, 1st class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. R. N. Dudding, cruising.
Linnel, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Commander W. W. Smythe, Hongkong.
Orlando, British cruiser, 5,600 tons, Capt. J. Burke, Hongkong.
Peacock, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut. Comdr. P. S. St. John, Manila.
Phanix, sloop, 1,050 tons, 6 guns, 1,100 h.p., Com. R. P. Cochran, Singapore.
Pigny, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut. Comdr. J. F. E. Green, Hongkong.
Plover, 1st class gunboat, 755 tons, 6 guns, 1,200 h.p., Lieut. Comdr. S. V. Y. De M. C. Cooper, Hongkong.
Powerful, 1st class cruiser, 14,200 tons, 35,000 h.p., Hon. H. Lambton, Wei-hai-wei.
Rattler, 1st class gunboat, 715 tons, 6 guns, 1,200 h.p., Lieut. Comdr. The Hon. G. A. Hardinge, Foochow.
Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Foochow.
Tamar, receiving ship, 4,600 tons, Comdr. Powell, Hongkong.
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 h.p., Hongkong.
Unadmiral, 1st class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. A. C. Clarke, cruising.
Victorious, British battleship, 14,900 tons, 32 guns, 12,000 h.p., Captain A. Schomberg, cruising.
Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Chusan.
Whiting, twin screw, torpedo-boat destroyer, 320 tons, 6,000 h.p., Lieut. Comdr. E. Kelly, Hongkong.
Winn, 1st class cruiser, 2,750 tons, 4 guns, 1,200 h.p., Hongkong.
Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.
Etna, Italian cruiser, 3,530 tons, Capt. G. Giorello, Shanghai.
Kaiserin Elisabeth, Austrian cruiser, 4,064 tons, 9,000 h.p., Capt. Julian, Shanghai.
Liberal, Portuguese gunboat, 588 tons, Comdr. Cunha, Hongkong.
Marengo, Italian cruiser, 1,457 tons, Captain Ed. Incomvunt, San Min.
Stromboli, Italian cruiser, 3,359 tons, Captain Cantanin, Shanghai.

THE FRENCH SQUADRON.
Aspic, French gunboat, 453 tons, 6 guns, 453 h.p., Captain Journeat, at Saigon.
Bayard, French flagship, 5,968 tons, 36 guns, 4,500 h.p., Capt. Joannat, at Yokohama.
Beaumont-Duport, French cruiser, 1,240 tons, 14 guns, 895 h.p., Captain Tarnet, at Chiooa.
Bruix, French cruiser, 4,750 tons, 16 guns, 8,800 h.p., at Saigon.
Comille, French gunboat, 473 tons, 6 guns, 631 h.p., Captain Simon, at Saigon.
Descartes, French protected cruiser, 3,985 tons, 36 guns 631 h.p., Captain Bernard, at Nagasaki.
Eclairer, French cruiser, 1,068 tons, 15 guns, 2,408 h.p., Capt. Texier, at Along Bay.
Forfait, French cruiser, 4,321 tons, 22 guns, 774 h.p., Capt. Delort, at Nagasaki.
Inconstant, French cruiser, 891 tons, 8 guns, 850 h.p., Capt. La Seyne, at Chemulpa.
Jean Bart, French cruiser, 4,500 tons, 10 guns, 8,000 h.p., Capt. Aubin, at Foochow.
Lion, French gunboat, 473 tons, 8 guns, 576 h.p., Capt. Amot, at Shanghai.
Pascal, French protected cruiser, 3,985 tons, 36 guns, 9,000 h.p., Capt. de Breizel, at Manila.
Pluton, French despatch-boat, 345 tons, 4 guns, 500 h.p., Comdr. Vidal, at Bahagkok.
Surprise, French gunboat, 627 tons, 10 guns, 800 h.p., at Saigon.
Triomphante, French armoured cr., 4,700 tons, 21 guns, 2,400 h.p., Capt. B. de Broetz, at Saigon.
Vauban, French flagship, 6,150, Capt. Boutet at Haiphong.
Vigore, French gunboat, 453 tons, 6 guns, 441 h.p., Comdr. Gonstole, at Bangkok.
Flagship of Rear-Admiral Gigault de Bedollier.

THE GERMAN SQUADRON.
Cormoran, German cruiser, 1,640 tons, 14 guns, 2,700 h.p., Comdr. Brunsatis, at Friedrich Wilhelmshaven.
Gefion, German cruiser, 4,207 tons, 25 guns, 9,000 h.p., Capt. Fehentius, at Amoy.
Deutschland, German cruiser, 7,319 tons, 38 guns, 13,500 h.p., Capt. Plachet, at Seoul.
Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Obentheimer, at Foochow.
Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 12,000 h.p., Captain Gulich, at Manila.
Kaiser, German flagship, 7,676 tons, 28 guns, 7,800 h.p., Captain Stubenrauch, at Wei-hai-wei.
Moewe, German surveying vessel, 970 tons, Captain Korvetten, at Amoy.
Princess Wilhelm, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Captain Truppel, at Kiochow.
Flagship of Rear-Admiral von Diederichs.
Flagship of Prince Henry of Prussia.

THE AMERICAN SQUADRON.
Baltimore, U.S. cruiser, 4,413 tons, 10 guns, 10,064 h.p., Capt. N. M. Dyer, at Manila.
Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Com. E. D. Taussig, at Manila.
Boston, U.S. cruiser, 3,000 tons, 8 guns, 4,050 h.p., Capt. Whiting, at Nagasaki.
Buffalo, U.S. converted cruiser, 6,888 tons, 6 guns, 3,600 h.p., Comdr. J. N. Hemphill, at Manila.
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila.
Castine, U.S. gunboat, 1,777 tons, 8 guns, 2,199 h.p., Comdr. S. W. Ver, at Manila.
Celtic, U.S. supply-ship, 6,428 tons, 1,800 h.p., Lieut. Comdr. N. J. K. Patch, at Manila.
Charleston, U.S. cruiser, 3,730 tons, 8 guns, 6,666 h.p., Capt. W. H. Whiting, at Manila.
Concord, U.S. gunboat, 1,703 tons, 6 guns, 3,003 h.p., Lt. Com. J. B. Briggs, at Manila.
Culgoa, U.S. supply-ship, 7,000 tons, 2,370 h.p., Lieut. Comdr. J. W. Carlin, at Manila.
Helena, U.S. gunboat, 1,397 tons, 8 guns